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- a. True
- b. False



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NTSB is a division of the U.S. Department of Transportation.

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- b. False



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a. True

b. False



Select the most correct answer

NTSB investigations are for the purpose of:

- a. apportioning blame
- b. finding fault
- c. determining liability
- d. all of the above
- e. none of the above



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When an NTSB Board Member launches with the Go-Team, that Board Member is the lead investigator for the accident.

However, when no Board Member launches, the NTSB Investigator-in-Charge leads the investigation.

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NTSB Investigations

INTRODUCTION



Structure of Workshop

- I. Different Types of Investigations
- II. Stages of an Investigation
- III. Parties to an Investigation
- IV. Keeping out of Trouble
- V. Take Home Points
- VI. Petition for Reconsideration



Breaking News: A plane has crashed.





The million dollar question?

 Are you prepared to interface with NTSB if there is an accident involving your organization?



- Do you understand the party system?
- Who will be your party coordinator?
- Are you familiar with NTSB's rules and practices?



The Board





Earl Weener



Bella Dinh-Zarr Vice Chairman



Chris Hart Chairman



Robert Sumwalt







Key Terms

- IIC NTSB Investigator-in-Charge of an investigation.
- Group Chairman NTSB investigator who leads a particular investigative group.
 - e.g., Operations Group Chairman
- Party Coordinator the lead person for a party to the investigation.
 - e.g., if your organization is a party to the investigation, this person will be the primary point person for all investigative activities within your organization.



To Report an Accident



Contact the NTSB's 24-hour

Response Operations Center (ROC) at

844-373-9922





NTSB Investigations

DIFFERENT TYPES OF INVESTIGATIONS





Data Collection Accident ("C-Form")

- Non-injury GA accidents
- No airworthiness issues







Limited Investigation







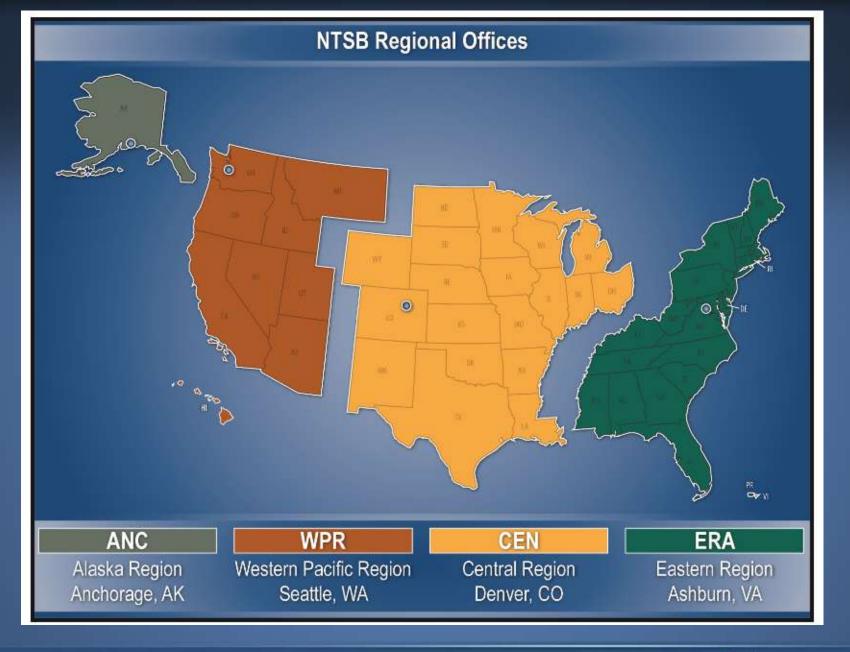


Regional Investigation













Go-Team Investigation







NTSB Investigations

STAGES OF AN INVESTIGATION



Arrival on Scene





Initial "Walk-through"





Organizational Meeting



- Lay out investigative protocols
- Designate parties to the investigation
- Form investigative groups



Investigative Groups

- Powerplants
- Structures
- Systems
- Operations
- Human performance

- Survival factors
- Airworthiness
- ATC
- Transportation Disaster
 Assistance
- Meteorology
- Recorders









Nightly Progress Meetings





Investigative Hearing









Board Meeting





NTSB Investigations

PARTIES TO AN INVESTIGATION

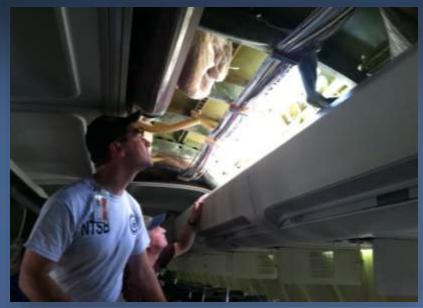


The Party Process

- The NTSB designates parties to the investigation to those organizations that can provide technical expertise.
- Typically parties may include:
 - FAA (by law)
 - Operator
 - Airframe and engine manufacturers
 - Major component manufacturers
 - Pilot, ATC, maintenance, and flight attendant union representatives
 - Airport authorities
 - First responders



Value of the Party System





- Parties provide technical expertise
- Parties provide checks and balances to the process of accident investigation
- Transparency
- Immediate corrective actions





NATIONAL TRANSPORTATION SAFETY BOARD

HOME

NEWS & EVENTS

TRANSPORTATION SAFETY

INVESTIGATIONS

DISASTER A

Home > Accident Investigations The Investigative Process

THE INVESTIGATIVE PROCESS AT NTSB

The National Transportation Safety Board was established in 1967 to conduct independent investigations of all civil aviation accidents in the United States and major accidents in the other modes of transportation, it is not part of the Department of Transportation, nor organizationally affiliated with any of DOT's modal agencies, including the Federal Aviation Administration The Safety Board has no regulatory or enforcement powers.

To ensure that Safety Board investigations focus only on improving transportation safety, the Board's analysis of factual ormation and its determination of probable cause cannot be entered as evidence in a court of law.

THE NTSB "GO TEAM"

- Cockpit Voice Recorder Handbook.pdf
- Flight Data Recorder Handbook.pdf

THE PARTY SYSTEM

👊 Board investigates 🔑 out 2,000 aviation accidents and incidents a year, and about 500 accidents in the other modes of transportation - rail, highway, marine and pipeline. With about 400 employees, the Board accomplishes this task by leveraging its resources. One way the Board does this is by designating other organizations or companies as parties to its investigations.

NTSB designates other organizations or corporations as parties to the investigation. Other than the FAA, which by law is automatically designated a party, the NTSB has complete discretion over which organizations it designates as parties to the investigation. Only those organizations or corporations that can provide expertise to the investigation are granted party status and only those persons who can provide the Board with needed technical or specialized expertise are permitted to serve on the investigation; persons in legal or litigation positions are not allowed to be assigned to the investigation. All party members report to the NTSB

Eventually, each investigative group chairman prepares a factual report and each of the parties in the group is asked to verify the caracy of the report. The ractical apports are placed in the public docket.





NTSB Investigation No.	
Date of Accidents	
Accident Location:	

CERTIFICATION OF PARTY REPRESENTATIVE⁴

I acknowledge that I am perticipating in the above-referenced accident or incident investigation, on behalf of my simpleyer who has been natural a party to the National Transportance. Safety Board (NTSB) safety investigation, for the purpose of providing technical assistance to the NTSB's evidence documentation and fact-finding activates. I understand that as a party participant, I and my organization shall be responsive to the direction of NTSB personnal and may lose party status for conduct that is prejudicial to the investigation or inconsistent with NTSB policies or instructions. No information pertaining to the accident, or in any inamier relevant to the investigation, may be withheld from the NTSB by any party or justy participant.

I further acknowledge that I have familiarized myself with the effective copies of the NTSB Accident Incident Investigation Procedures (49 C.F.R. Part E31) and "Information and Guidance for Parties to NTSB Accident and Incident Investigations," and will comply, and, if the party coordinates for my party, take all resonable steps to ensure that the employees and participants of my organization comply, with these requirement. This includes, but is not limited to, the provisions of 40 C.F.R. §§ 831.11 and 831.13, which, respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information.

No party coordinator or representative may occupy a legal position or be a person who also represents claimants or instance. I certify that my participation is not on behalf of either claimants or instances, and that, although factual information obtained as a result of participating in the NTSB investigation may ultimasely be used in Impation (at the appropriate time, and in a manner that is not inconsistent with the provisions of 49 c.F.R. § 831.13 and 40 U.S.C. § 1340, my participation is to assist the NTSB safety investigation and not for the purposes of preparing for Bingston. I also certify that, after the NTSB Investigation-in-Charge (BC) releases the parties and party participates from the restrictions on dissemination of investigative information specified in 40 c.F.R. § 831.13, neither 1 nor my party's organization will in any way assert in civil lingation arising out of the Accident any claim of privilege for information or records received as a result of my participation in the NTSB investigation.

Signature	Diste
Name & Title	
Party Organization Employer	



[&]quot; In articles investigations this lines may give be reduced to as "Statement of Party Expressessatives to 9750 Investigation."

Investigative Groups

- Powerplants
- Structures
- Systems
- Operations
- Human performance

- Survival factors
- Airworthiness
- ATC
- Transportation Disaster
 Assistance
- Meteorology
- Recorders



IIC

Ops Group Chairman Systems Group Chairman

Airworthiness Group Chairman Structures Group Chairman Survival Factors Group Chairman IIC

Ops Group Chairman Systems Group Chairman Airworthiness Group Chairman Structures Group Chairman Survival Factors Group Chairman

FAA

Airframe Manufacturer

Engine Manufacturer

> Operator (Your company)



Board Member

IIC

TDA

Ops Group Chairman

Systems Group Chairman Airworthiness Group Chairman

Structures Group Chairman

Survival Factors Group Chairman

FAA

FAA

FAA

FAA

FAA

Airframe Manufacturer

Airframe Manufacturer

Engine

Manufacturer

Airframe Manufacturer

Airframe Manufacturer

Airframe Manufacturer

Engine Manufacturer

> Operator (Your company)

Engine Manufacturer

Operator (Your company)

Engine Manufacturer

Operator (Your company)

Engine Manufacturer

> Operator (Your company)



Operator (Your company)

How to obtain party status.

What equipment do you need?



NTSB Investigations

KEEPING OUT OF TROUBLE







- Do not speculate on the cause of an accident with the press
- Do not withhold information from the NTSB
- Do not conduct a parallel investigation
- Always plan for and devote the proper resources to the investigation



VERY IMPORTANT!!

• If you are a party to an NTSB investigation, all information related to the actual investigation must come from the NTSB.



This is not a gag order



- We want one voice of the investigation.
 - The NTSB is that voice.
- Parties may discuss things not directly related to the actual investigation.



RULE OF THUMB

If you can say it the day *before* the accident, you can probably say it *after* the accident.



The French-owned Airbus said in a statement that the crashed airliner was built in 1997 and had accumulated more than 56,000 hours of flight time. Metrojet acquired the plane in 2012, Airbus said.

Washington Post November 1, 2015



NTSB Press Release

NTSB Revokes Party Status of a Union and an Airline for Violating Agreements National Transportation Safety Board Office of Public Affairs

The National Transportation Safety Board has revoked the party status of both the Independent Pilots Association and UPS Airlines from its ongoing investigation of UPS Flight 1354, an A300-600 air cargo flight that crashed on

The NTSB may grant "party status" to those organizations that are able to provide technical assistance in an investigation. As a condition to being granted this status, parties sign an agreement that explicitly prohibits them from releasing investigative information to the media or to comment or analyze investigative findings without prior consultation with the NTSB. Once the investigation is completed, all

such restrictions are lifted.

the NTSR has had the sole responsibility for disseminating aviation accident investigation-"It doesn't matter who started it," said Hart. "Neither action is acceptable." as the accident's occurrence all the way through to the end of its investigation. This

A GOOD PRACTICE

To be safe, clear press releases with NTSB Investigator-in-Charge or Public Affairs Office before releasing information.



NTSB Investigations

TAKE HOME POINTS



Take home points

1. Become a party member

2. Make party submission

3. Meet with Board Members before Board Meeting



NTSB Investigations

PETITION FOR RECONSIDERATION



Petition for Reconsideration

- Discovery of new evidence
- Showing that the Board's findings are erroneous
 - 49 CFR 845.41







| National | Transportation | Safety Board